

The China Mail

Established February, 1845.

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號七十月三年八十八百八千一英

HONGKONG, SATURDAY, MARCH 17, 1868.

日五月初二年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street, W.M. WILLS, 151, Cannon Street, E.C. PARIS AND EUROPE.—AMÉDÉE PRINCE & Co., 38, Rue Lafayette, Paris. NEW YORK.—ANDREW WINP, 21, Park Row. SAN FRANCISCO and American Posts generally.—BEAR & BLACK, San Fran. cisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney. CEYLON.—W. M. SMITH & Co., The APOTHECARY'S CO., Colombo. SINGAPORE, STRAITS, &c.—SAVILE & Co., Square, Singapore. C. HEINSEHN & Co., Manila. CHINA.—Macao, F. A. de CRUZ, S. C. T. QUINH & Co., Amoy, N. MOAILE, Funchal, HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$3,900,000
RESERVE LIABILITY OF PROP.\$7,500,000
PROVISIONS,.....

COUNCIL OF DIRECTORS.

Chairman—Hon. JOHN BELL IRVING.
Deputy Chairman—W.H. FORBES, Esq.
O. D. BOTTOMLEY, Hon. A.P. MORSE,
W.G. BRONIE, Esq.,
H.L. DAIRYMPLE, J.S. MOSES, Esq.,
H. POSENZKEK, Esq.,
H. HOPKINS, Esq.,
B. LATTON, Esq.

Chief Manager—THOMAS JACKSON, Esq.

Manager—EWAN CAMERON, Esq.

LONDON BANKERS.—LONDON and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—

For 3 months, 3 per cent. per annum.

" 5 " 4 per cent. "

" 12 " 6 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drugs granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Hongkong, January 25, 1868. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank as marked on Hongkong Savings' Bank business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, September 1, 1868. 764

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VIZCAYA DISCHARGING, BOMBAY COTTON and COTTON YARN at the Kowloon Wharves will have Free Storage for 14 days from arrival, after which a Charge of 3 Cents per bale per month will be charged.

ISAAC HUGHES,

Secretary.

Hongkong, November 7, 1867. 2148

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS Contributed during the Half-Year ended 31st December, 1867, on or before the 31st Instant, on which date the Accounts will be Closed.

By Order of the Board of Directors,

D. GILLIES,

Secretary.

Hongkong, March 15, 1868. 434

LIQUIDATION OF THE 'COMPANIA NAVIERA DE FILIPINAS.'

[THE LIQUIDATORS of the above Company have decided to pay a FIRST DIVIDEND of 15% to the SHAREHOLDERS or to their legal representatives or successors.

PATENT will be made out and after the 8th Instant, on presentation of the Slip at the Office of Dr. ANGEL ORTEZ.

Plaza de Corvantes No. 6.

(Signed) A. ORTIZ,

GEO. ARMSTRONG.

Hongkong, March 12, 1868. 414

IMPORTANT NOTICE.

SELLING-OFF!

THE ENTIRE STOCK OF JAPANESE CURIOS, SILKS, &c., &c.

AT REDUCED PRICES.

KUHN & Co.

Des respectfully to intimate that owing to the CLOSING OF THEIR HONGKONG STORE, they have decided to hold previously a 20 DAYS' CLEARANCE SALE, TO COMMENCE ON

Mondays,

the 12th Instant.

This affords a very favourable opportunity to Art Collectors and wholesale Buyers.

Also,

The whole of the SUBSTANTIAL and ELEGANTLY CARVED TEAKWOOD SHOW CASES covered with MAROON SILK PLUSH, PLATE GLASS MIRRORS, PLATE GLASS TOP COUNTERS, TABLES, WRITING DESKS, MIRRORS, &c., &c., for immediate disposal and delivery, whole or in parts.

For Particulars apply between the hours of 8 to 10 A.M., to

KUHN & Co.,

opposite the Hongkong Hotel.

Hongkong, March 8, 1868. 397

GOOD ACCOMMODATION FOR VISITORS.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1867. 607

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk from the principal Landing Places.

THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1867. 607

W. POWELL & Co.

WE HAVE RECEIVED THIS WEEK, OUR

FIRST DELIVERIES

OF NEW SPRING DRESS MATERIALS,

Over 500 Pieces to Select from, varying in Price from 12 CENTS per Yard.

NEW STRAW HATS, FLOWERS, FEATHERS, RIBBONS, LACES, &c., &c., &c.

W. POWELL & Co.

Hongkong, September 16, 1868. 1612

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, upon their arrival in this Harbour, NONE of the Owner's FOREMEN should be allowed, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, August 25, 1868. 1458

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,

(Formerly ARTICLED APPRENTICE AND LATENT ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by DR. ROGERS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to Missionaries and Families.

Soles Addresses.

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 12, 1868. 66

Intimations.

THE HONGKONG AND KOWLOON

WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VIZCAYA DISCHARGING, BOMBAY COTTON and COTTON YARN at the Kowloon Wharves will have Free Storage for 14 days from arrival, after which a Charge of 3 Cents per bale per month will be charged.

ISAAC HUGHES,

Secretary.

Hongkong, November 7, 1867. 2148

THE REVENUE OF CHINA.

SERIES OF ARTICLES

Reprinted from "The China Mail."

WITH AN APPENDIX

THE CHINESE REVOLUTION IN 1867.

THE CHINESE REVOLUTION IN 1868.

CHINESE REVOLUTION IN 1869.

CHINESE REVOLUTION IN 1870.

CHINESE REVOLUTION IN 1871.

CHINESE REVOLUTION IN 1872.

CHINESE REVOLUTION IN 1873.

CHINESE REVOLUTION IN 1874.

CHINESE REVOLUTION IN 1875.

CHINESE REVOLUTION IN 1876.

CHINESE REVOLUTION IN 1877.

CHINESE REVOLUTION IN 1878.

CHINESE REVOLUTION IN 1879.

CHINESE REVOLUTION IN 1880.

CHINESE REVOLUTION IN 1881.

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.
(Taking Cargo and Passengers through rates for CHEFOO, TIENTSIN, NEW-
CHWANG, HANKOW and Ports on the YANTZEV.)The Co.'s Steamship
Kutzing, Capt. FREEMAN, will be
despatched as above on
MONDAY, the 10th Instant, at Noon.For Freight or Passage, apply to
JARDINE, MATHEWS & CO.,
General Managers,
Hongkong, March 17, 1888. 443

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SORABAYA, VIA SAIGON SINGAPORE.

The Co.'s Steamship
Borneo, Capt. WILKENS, will be
despatched as above on
or about the 23rd instant.For Freight or Passage, apply to
JARDINE, MATHEWS & CO.,
Agents.
Hongkong, March 17, 1888. 444

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 26th day of March, 1888, at 3 p.m., are published for general information.

By Command,

ARATHOON SETH,
For the Colonial Secretary.COLONIAL SECRETARY'S OFFICE,
Hongkong, 17th March, 1888. 446

Particulars of the Lotting by Public Auction Sale, to be held on MONDAY, the 26th day of March, 1888, at 3 p.m., by Order of His Excellency the Officer Administering the Government, of Thirteen Lots of Crown Land, at Hung-hon, Kowloon, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lots.

No.	Sale No.	Registration No.	Locality.	Boundary Measurements	Length ft.	Width ft.	Area	Per Acre
1	181	Hong-kon.	15 15 50 50 750 10	225				
2	"	"	15 15 50 50 750 10	225				
3	"	"	15 15 50 50 750 10	225				
4	184	Do.	15 15 50 50 750 10	225				
5	"	"	15 15 50 50 750 10	225				
6	"	"	15 15 50 50 750 10	225				
7	181	Do.	15 15 50 50 750 10	225				
8	"	"	15 15 50 50 750 10	225				
9	"	"	15 15 50 50 750 10	225				
10	"	"	15 15 50 50 750 10	225				
11	"	"	15 15 50 50 750 10	225				
12	"	"	15 15 50 50 750 10	225				
13	"	"	15 15 50 50 750 10	225				
	197	Do.	15 15 50 50 750 10	225				

THE HONGKONG AMATEUR ATHLETIC SPORTS TO BE HELD ON THE CRICKET GROUND, SATURDAY, the 7th April.

The following is the LIST of EVENTS, viz.:—

- 100 yards Flat Race, 2 prizes.
- Putting the Shot, 1 prize.
- 120 yards Handicap, 2 prizes.
- High Jump, 1 prize.
- Quarter Mile Flat Race, 2 prizes.
- One Mile Walking Race, 1 prize.
- Throwing Cricket Ball, 1 prize.
- Pole Jumping.
- Soldiers Half Mile Race, 3 prizes.
- Half Mile Race (Handicap), 2 prizes.
- 120 yards Hurdle Race, 2 prizes.
- Boys Race, 200 yards (Handicap) for Boys under 15, open to European Schools, 3 prizes.
- Veteran Flat Race, 120 yards (Handicap). Open to all, 35 years old and of 10 years residence in India, China or the Tropics, 2 prizes.
- Long Jump, 1 prize.
- Tire-Legged Race, 1 prize.
- Small Girls Race (Handicap), under 7 years, 3 prizes.
- 220 yards Flat Races (Handicap), 2 prizes.
- One Mile Flat Race, 2 prizes.
- Consolation Race, 1 prize.
- International Tug-of-War, 1 prize.

With the exception of Events Nos. 9, 12 and 16, the above are Open to all GENTLEMEN AMATEURS, who are Members or Visitors of the Hongkong Club, Club Germania, Ladies' Recreation Club, Hongkong Cricket Club, Victoria Recreation Club, and also to COMMISSIONED MILITARY and NAVAL OFFICERS.

INTENDING COMPETITORS are requested to send in their ENTRIES (on the paper forms which can be obtained at the HONGKONG CLUB, CRICKET CLUB, VICTORIA RECREATION CLUB, MESSRS. KELLY & WALSH, MESSRS. LANE, CRAWFORD & CO., MESSRS. FALCONER & CO.), to the HON. SECRETARY not later than SATURDAY, the 31st Instant, on which date ENTRIES CLOSE.

CHAS. H. THOMPSON,
Hon. Secretary.
Hongkong, March 17, 1888. 448

NOTICE TO CONSIGNIES.

S.S. STRATHLEVEN, FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned, for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned immediately or they will not be recognised.

ADAMSON, BELL & CO., Agents.
Hongkong, March 17, 1888. 445TO LET.
(Immediate Possession.)

HOUSE No. 1, BALL'S COURT, Bonham Road.

SHOP No. 6, BRAUNSCHILD ARCADE, Queen's Road.

HOUSE No. 31, WEST VILLA, Poolebury Road.

SHOP No. 24, BANK BUILDINGS, Queen's Road now occupied by MESSRS. KUHN & CO.

Apply to BELLINUS & CO.,
Hongkong, March 17, 1888. 447

SHIPPING.

ARRIVALS.

March 17, 1888.—

Strathleven, British steamer, 1,583, C. W. Pearson, New York and Singapore, March 10, General.—Adams, Bell & Co.

Belgia, German barque, from Whampoa.

Doverhurst, Dutch steamer, 1,163, P. Howorth, Saigon, March 12, Rice.—Jardine, Matheson & Co.

Ashington, British steamer, 800, W. Rogell, Saigon Mar. 12, Rice.—Stenssen & Co.

Augusta, German barque, 473, Jossel, Ambiora February 6, Timber—Edward Scheillers & Co.

Pakuan, British str. 843, Jas. Young, Bangkok, March 10, Rice.—Ho Hing Hong.

Meefoo, Chinese steamer, 1,313, M. Lancaster, Shanghai March 13, and Swatow 16, C. M. S. N. Co.

DEPARTURES.

March 17.—

Dirktor Barrow, for Whampoa.

Barone, for Amoy.

Dufla, for Haiphong.

Thibet, for Yokohama.

Kuang Lee, for Shanghai.

Tainan, for Swatow.

Khuia, for Singapore and Bombay.

CLEARED.

Ewe, for Havre.

Clara, for Saigon.

Haitian, for Coast Ports.

Ephraim, for Yokohama.

Strathleven, for Shanghai.

ARRIVED.

Per Strathleven, from Singapore, &c., Mrs Pearson, and 199 Chinese.

Per Doverhurst, from Saigon, 14 Chinese.

Per Pakuan, from Bangkok 11 Chinese.

Per Meefoo, from Shanghai, &c., Mr Quelch, and 12 Chinese.

DEPARTED.

Per Thibet, from Hongkong : for Nagasaki, Meesong Romachy, Ruchiling, Hang Sung Tak and Wei Hing Sun ; for Kobe.

Messrs H. Gill & H. Nestle, 1 Chinese woman and 2 children, and 3 Chinese ; for Yokohama. Mrs Cain, Mr Ah Kok, Mr and Mrs. R. Thomas 2 children and Indian servant, Messrs Moi Tong and Hing Gan.

Per Kuan Lee, for Shanghai, 4 European, and 320 Chinese.

Per Dufla, for Amoy, 12 Chinese.

Per Tainan, for Swatow, 170 Chinese.

Per Khuia, for Singapore, 542 Chinese.

TO DEPART.

For Hailian, Mr and Misses Hancock ; for Foochow, Mrs and Miss Cameron and maid, Major Churchill, Messrs Aning Yat Ngan and Sik Qua ; for Coast Packets.

GEORGIAN MAIL, or with the name of the Packet.

REGISTRY closes at 2 P.M.

The Mail closes at 3 P.M. Late Letters till 3.30 with 10 cents extra postage.

Correspondence should be marked PER GEORGIAN MAIL, or with the name of the Packet.

HOUSES OF CLOSING.

T.H.E FRENCH MAIL.

The following hours are observed in closing Mails, &c., by the French Contract Packet.

Packet.—

Day before departure,—

5 P.M.—Money Order Office closes.

Post Office closes, except the NIGHT BOX, which is always open out of Office hours.

Day of departure,—

7 A.M.—Post Office opens.

10 A.M.—Registry of Letters ceases.

10.30 A.M.—Posting of all printed matter and patterns ceases.

11 A.M.—Mail closed, except for Late Letters.

11.10 A.M.—Letters may be posted with Late Fee of 10 cents until 1.30 P.M.

11.30 A.M.—When the Post Office closes entirely.

11.40 A.M.—Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

SHIPPING REPORTS.

The British steamer Strathleven reports :

Left Singapore on the 10th instant, had fine weather throughout the passage.

The Dutch steamer Deventer reports :

Had good weather, moderate breeze from

Eastward, clear sky, on nearing port thick and foggy. Saw French mail steamer Ozus, about 50 miles off Gap Rock.

The British steamer Pakuan reports :

Had moderate monsoon in Chiun sea, and thick fog outside Hongkong.

The Chinese steamer Meefoo reports :

Had thick foggy weather.

POST OFFICE NOTICES.

MAILS BY THE FRENCH PACKET.

The French Contract Packet, *Anady* will be despatched on WEDNESDAY the 21st March, with Mails for the United Kingdom, Europe, and places beyond the Mediterranean, to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australian Colonies, Pondicherry, Madras, Colombo, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet City of New York will be despatched on SATURDAY, the 24th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:

2.15 P.M.—Intercity cases.

2.30 P.M.—Post-Office close, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra postage until the time of departure.

FOR STRAITS SETTLEMENTS.

Per Chi Yuen, at 3.30 p.m., on Monday, the 19th inst.

FOR STRAITS & CALCOUTTA.

Per Taisan, at 2.30 p.m., on Tuesday, the 20th inst.

FOR AMOY AND MANILA.

Per Diamond, at 3.30 p.m., on Tuesday, the 20th inst.

FOR SYDNEY, MELBOURNE & ADELAIDE.

Per Catherin, at 2.30 p.m., on Saturday, the 24th inst.

FOR SINGAPORE.

Per Hespiria, at 3.30 p.m., on Saturday, the 24th inst.

FOR STRAITS & GALCUTTA.

Per Taisan, at 2.30 p.m., on Tuesday, the 20th inst.

FOR AMOY AND MANILA.

Per Diamond, at 3.30 p.m., on Tuesday, the 20th inst.

FOR SYDNEY, MELBOURNE & ADE

THE CHINA MAIL.

In regard to the question of railway connection between Bengal and our new territory in Burma, we are glad to be able to state that Government is already moving. The Bengal Central Railway will carry out surveys *etc.* from near Joross through Narsil; and we trust that, in view of the importance of a separate connection by land with Burma, the Assam-Chittagong project will not be lost sight of. The proposed line of the Bengal Central Railway will help to secure our Provinces against anxiety from famines, when the vast rice supply of Eastern Bengal is thus directly within reach of railway transport, and the immense rice and jute trade from these districts will also be served more rapidly and safely than at present.—*Pioneer*.

'FRAGRANT WATERS' MURMUR.

That the Diocesan House has shown very good results, and General Cameron left the nail on the head, in his brief speech, when he said 'Deeds are better than words.'

That it is to be hoped Admiral Sir Nowell Salmon will follow up his manœuvres at Singapore with the organisation of a sham night attack on Hongkong Harbour.

That such a movement would help to familiarise people with what the real thing might be (if such an emergency should ever arise), and show our defenders where the weak points are.

That the gallant Admiral may perhaps wait until the memorable shore guns are in position, and he has in reality something to attack.

That I congratulated the performers in the 'Sorceress' on the success of their performances, and gladly command the Committee of the Choral Society on the 'wise discretion' they have shown in the distribution of their charities.

That a good deal of soiled linen has lately been washed in public, and though the press may have plausible grounds for making details public, nothing can palliate the prurient curiosity that carried some members of the community to the Police Court—'quite by accident.'

That the few who signed in that direction cannot advance extreme youth as in any way offering an excuse for their presence. That it is creditable to the 'giddy youth' of the Colony, that most of them, apparently stayed away.

That I noticed some of those ancient misdeemours attempted to condone the offence with their consciences by putting in an appearance at morning service the following day.

That Kowloon is making rapid progress towards civilisation, as shown by this week's Flower Show.

That Kowloon-Super-Mare presented quite a brilliant spectacle, on Tuesday morning.

That I won't go quite so far as make reference to a 'garden of beautiful women,' still I saw a very fair sprinkling of pretty faces about equally divided between coy maidens and mature matrons; and also some very pretty summer frocks.

That an interesting feature in the Show was some very bonnie woo human 'roses-buds.'

That all these accessories, combined with good music, bright sunshine, and most hospitable treatment at the hands of the Committee, made the afternoon a most enjoyable one.

That Mr Durabjeo's gonal countenance has almost become part and parcel of all such exhibitions, towards which he has always so successfully assisted.

That I beg to offer the promoters my hearty congratulations on the great success of their tentative efforts, and to express a hope that they will not rest upon their well-earned laurels.

That strangely enough the luscious Strawberries shown were nearly all eaten on the premises, while the 14-inch carrots and the 3-pdr. cabbages remained intact. That I had a fancy that a first-class private hotel built on or near those beautiful grounds would soon be filled.

That a correspondent asks 'in what respect the Ten Commandments have proved a failure.'

That so far as Moses himself succeeded in breaking them all at one time, they may be looked upon as somewhat of a failure.

That a native Canton paper writes it is not the French Consul but Mr Pitman who has become the fortunate possessor of a six-legged pig.

That I shall be extremely obliged if any of your readers will kindly explain the meaning of the expression 'a hog of bacon' as used in Kent.

That 'a hog' is an expression for a 'shilling' in some parts of Ireland, but as an Irish hog may bear some resemblance to an Irish bull, the Kentish expression of a 'hog of bacon' remains unexplained.

That an Irishman from Limerick reminded me to-day, by his 'wearin' o' the green,' that this was really St. Patrick's Day.

That one might have thought the unanimous decision of the Referees upon the protest entered against the Nand winning the Douglas Challenge Cup would have closed the case.

That the tone of some of the comments, both before and after the decision, is not such as was wont to pervade amateur yachting in Hongkong.

That I am afraid 'Sea Serpent' is wriggling somewhat in his endeavour to extract more from the winner's letter than was intended.

That the full statement of facts is presumably in the possession of the Referees only, and upon that evidence alone can their decision be adversely criticised.

That it might have been well had the reasons given for the decision, although even then all parties might not have been satisfied.

That if, as I am led to believe, the winner did much more to tend the steam-launch to the rock than the steam-launch people possibly could have done to the yacht owing to ignorance; and if, as I also understand, the steam-launch ought to have been at the White Rocks to mark the spot, then the winner of the Douglas Challenge Cup deserved praise rather than protests.

That the Interpretation question seems likely to remain very snugly in that pincushion-hole, after the time-honoured custom of Crown Colonies.

That the British Consular and Colonial services have long proved a fine recruiting ground for the Imperial Customs, and that the fault is ours.

That Volapukk has not a ghost of a chance against crisp Anglo-Saxon, which is destined to be the universal language.

That Germany compels her sons to speak English, and that the citizens of America speak it with variations; so that its universality is almost secured already.

That the study old Iron Chancellor recalls the days of 'old Pan' by again carrying the German people with him, and securing peace because he was ready for war.

That speaking of prestige, it was about time the British Representative at Peking opened his mouth to say something, but it could hardly have been expected that the something would have been against British enterprise.

That the air of Peking has doubtless disagreed with Sir John Walsham, and a run Home would be beneficial generally. That there has been a 'muckle cry' about the opening of the West River, but no more.

That Hongkong should endeavour to open up closer relations with the Northern Australian Territory, as the possibilities of mutual profit are very considerable, and will become greater if the Chinese are excluded.

That the differences between the Surveyor General and the Steam Dredger is that the first is simply Price and the other is simply beyond Price: the dredger has been on view at Kowloon for some days past.

That Hongkong has been called by many names: 'The Malta and Gibraltar of the East,' 'The Model Colony,' 'Clephant Junction,' 'The Abode of Bliss,' 'The Isle of Fragrant Streams,' and (in some quarters) 'The Home of the Dollar-Grinders'; but why it should be dubbed 'The Isle of the Sirens' I am at a loss to say.

That the Low Level Tramway is one of the next wants of the Colony.

That there is a great dearth of cheap

houses for Europeans, and we cannot all afford to drive our own carriage, more certain means of communication must be found between the business quarter and the numerous sites still available.

That the Guild question must be taken up by the Government here sooner or later, and all virtual monopolies held by China through the power of these Guilds broken up or restricted.

That I am glad to note the manifest improvement in the condition of Mercantile Jack in this port.

That the beachcomber nuisance is much abated, and Mr Goldsmith's report is encouraging.

That much good would result if Jack could be induced to abandon his invertebrate habit of growling and to obey orders given by his officers with cheerfulness and alacrity; he would soon find the ad-

vantage.

That your Meteorological Contributor is evidently one who knows how the wind blows' and can observe the peculiarities of the weather as well as of the Observatory folks.

That I think it would be advisable to time all the special weather changes to arrive here either at the hour of 10 a.m. or 4 p.m., and intimate that 'no others need apply.'

That in so far as Moses himself succeeded in breaking them all at one time, they may be looked upon as somewhat of a failure.

That a native Canton paper writes it is not the French Consul but Mr Pitman who has become the fortunate possessor of a six-legged pig.

That I shall be extremely obliged if any of your readers will kindly explain the meaning of the expression 'a hog of bacon' as used in Kent.

That 'a hog' is an expression for a 'shilling' in some parts of Ireland, but as an Irish hog may bear some resemblance to an Irish bull, the Kentish expression of a 'hog of bacon' remains unexplained.

That an Irishman from Limerick reminded me to-day, by his 'wearin' o' the green,' that this was really St. Patrick's Day.

That one might have thought the unanimous decision of the Referees upon the protest entered against the Nand winning the Douglas Challenge Cup would have closed the case.

That the tone of some of the comments, both before and after the decision, is not such as was wont to pervade amateur yachting in Hongkong.

That I am afraid 'Sea Serpent' is wriggling somewhat in his endeavour to extract more from the winner's letter than was intended.

That the full statement of facts is presumably in the possession of the Referees only, and upon that evidence alone can their decision be adversely criticised.

That it might have been well had the reasons given for the decision, although even then all parties might not have been satisfied.

That if, as I am led to believe, the winner did much more to tend the steam-launch to the rock than the steam-launch people possibly could have done to the yacht owing to ignorance; and if, as I also understand, the steam-launch ought to have been at the White Rocks to mark the spot, then the winner of the Douglas Challenge Cup deserved praise rather than protests.

That the Interpretation question seems likely to remain very snugly in that pincushion-hole, after the time-honoured custom of Crown Colonies.

That the British Consular and Colonial services have long proved a fine recruiting ground for the Imperial Customs, and that the fault is ours.

That Volapukk has not a ghost of a chance against crisp Anglo-Saxon, which is destined to be the universal language.

That Germany compels her sons to speak English, and that the citizens of America speak it with variations; so that its universality is almost secured already.

That the study old Iron Chancellor recalls the days of 'old Pan' by again carrying the German people with him, and securing peace because he was ready for war.

That speaking of prestige, it was about time the British Representative at Peking opened his mouth to say something, but it could hardly have been expected that the something would have been against British enterprise.

That the air of Peking has doubtless disagreed with Sir John Walsham, and a run Home would be beneficial generally.

That there has been a 'muckle cry' about the opening of the West River, but no more.

That Hongkong should endeavour to open up closer relations with the Northern Australian Territory, as the possibilities of mutual profit are very considerable, and will become greater if the Chinese are excluded.

That the differences between the Surveyor General and the Steam Dredger is that the first is simply Price and the other is simply beyond Price: the dredger has been on view at Kowloon for some days past.

That Hongkong has been called by many names: 'The Malta and Gibraltar of the East,' 'The Model Colony,' 'Clephant Junction,' 'The Abode of Bliss,' 'The Isle of Fragrant Streams,' and (in some quarters) 'The Home of the Dollar-Grinders'; but why it should be dubbed 'The Isle of the Sirens' I am at a loss to say.

That the Low Level Tramway is one of the next wants of the Colony.

That there is a great dearth of cheap

THE FIRE BRIGADES.

To the Editor of the 'CHINA MAIL.'

Hongkong, 17th March.

Sir.—What I contend is, that it is disproportionately unjust on the tax-paying community generally, that they should have to bear the entire cost of maintaining the Fire Brigades. Fire insurance when well-conducted has hitherto proved a profitable investment, but it is only just that those reaping the benefit should bear a reasonable proportion of the expenses that are entailed for dealing with fires. In the principal cities of Europe the mode of assisting in keeping up Government Brigades has been adopted, presumably on the ground that it is the most equitable.

Our local Government may depend upon it, in their desire to do justice to all sections of the community, they cannot do better than follow the practical common sense shown by the London Corporation in their fire bill. Taxation on any other principle will never meet with home sanction.

Nothing is more wanted in Hongkong than an intelligent reorganization of the Government Brigade with a practically-trained man at the head.

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That there is a great dearth of cheap

of them. The following are some of the answers received:

(From Singapore Chamber.)

Singapore, 9th June, 1887.

Dear Sir.—Your letter of date 21st May, together with the printed Circular Letter of date 20th May, on this subject has received the careful consideration of my Committee.

In reply I am to inform you that this Chamber entirely agrees with and endorses the views expressed in the circular letter and is prepared to support and co-operate with your Chamber in a joint Memorial to the Secretary of State, on the lines indicated in the recent resolution of your Chamber, and in the last paragraph of your circular letter.

I am, &c.,

ALEX. GENTLE, Secretary,
The Secretary, Hongkong General Chamber
of Commerce, Hongkong.

(From Rangoon Chamber.)

Rangoon, 17th June, 1887.

Sir.—I am directed to acknowledge receipt of your Circular Letter of 20th ult. asking the assistance of this Chamber in getting the practice of giving the Status of men-of-war to subsidized mercantile vessels of Foreign Governments abolished.

In reply I am directed to inform you that this Chamber entirely concurs in the views expressed in your letter, now under reply, and is prepared to join in sending a joint memorial to H.M.S. Secretary of State for Foreign Affairs, to try and effect this end.

J. STUART, Secretary,
The Secretary, Hongkong General Chamber
of Commerce.

(From Colombo Chamber.)

Colombo, 18th June, 1887.

Sir.—I am in receipt of your circular letter of 20th May, 1887, upon the subject of the 'Status of Ships of War' accorded to certain vessels of Foreign countries.

In reply I have to state that the Chamber of Commerce of Ceylon is in entire accord with the views expressed in your letter as those of the Hongkong General Chamber of Commerce, and that this Chamber will be prepared to join in a memorial of the nature indicated in the concluding paragraph of your letter.

It would appear that the course of legislation in the two Colonies has been very similar. Bills have been introduced into the Ceylon Legislature under instruction from the Imperial Government. They have been uniformly opposed by the representatives of the Mercantile community and other Unofficial members, who have advanced arguments identical with those contained in your letter. The bills have, however, on each occasion been carried by the official majority.

Mr Garrels, re-examined for the defence, said, in reply to Mr Ackroyd—'I am quite sure that before taking proceedings I know the names of the owners of the Fang Yu Tai. When I said to plaintiff I could only pay a proportional amount he did not say anything about additional goods. If I had not had all the information I spoke of yesterday I would have paid. I had given instructions for the arrest of plaintiff before the interview of 2nd April. The offer of settlement was used as a means to keep him there. Lau Ngok was used as a witness to plaintiff's claim. Plaintiff was not told that our limit was full. I afterwards did injure him; the compradore recommended me to take the risk. He said 'The man was insured with us formerly,' and then I changed my mind. I made no inspection of his promises. I did not see Yu Taz Wan. The interpreter who selected me for the purpose was not the same one as was present on the previous occasion. I thought it curious that he brought another interpreter. On the morning after the fire the master of the Fang Fong came to our office and said that he was a very bad and very curious one. He asked how much plaintiff was insured. Plaintiff first spoke to him. That was the day that the additional assurance was made, which increased the whole amount to \$40,000.'

<p

A GEM OF THE HEART.
Joy met Sorrow in a place
Where the branches interlace,
Very secret, still, and sweet,
Safe from all profaning feet.
"Why art here?" Joy, startled, cried;
"Why art here?" Gray Sorrow sighed.

"I came here to weep," said Joy.
"Tears are ever thy employ."
Murmured Sorrow. "Yet I see
Tears as grateful were to thee.
Come, young novice, and be taught
How to ease thy heart or fraught."

Joy sat down at Sorrow's feet,
And was taught a lesson sweet.
Fin would be made kind return;
"Sorrow, art too old to learn?"
May? Then tarry yet awhile,
Till I've taught thee how to smile."

Since that hour the two have been
Bound, as by mysterious kin;
Since that hour they so exchange
Teard and smiles, "if nothing strange
It sometimes a puzzled heart.
Scarce can tell the twain apart."

—Edith M. Thomas in "Lyrics and Sonnets."

FOREVER AND A DAY.

"I love my love forever,
Forever and a day;
I, full of high endeavour,
Saw, but a frosty kiss;
We sing this song together
Long since in Summer weather,
This old-time lover lay:

"I love my love forever,
Forever and a day."

"I love my love forever,
Forever and a day."—
Oh, she would fail me never,
And I was fond for ever!

"Twas thus our birth was plighted,
Twas thus our heaven we sighted,
When life was in its May;

"I love my love forever,
Forever and a day."

"I love my love forever,
Forever and a day!"—
Each went a separate way,
She awoke her heart was breaking;
I know that mine is aching
Even now, though I am gray.

I love my love forever,
She loved me for a day.

—Boston Globe.

THE BRODERED BODICE.

1600 (OLD FRENCH).
Dear-my-love, I must ride away,
Fare ye well for a Summer's day;
Loth am I to leave your side,
Yet your love to Nantes must ride,
For the King commands and I obey.

"Now, in south, if to Nantes yo faro,
Thence, I pray you, a bodies bear,
Broidery-work on the breast and sleeves,
Of roses white with silvery leaves,
Silvery roses white and fair."

Now to Nantes hath her gallant gone,
But never the bodice thought upon;
Filled his thoughts with the wine and play,
Making merry the livelong day—
All the day till the torches shone.

"But what shall I say to my lady,
Who a brodered bodice prayed of me?
"Speak her soft and speak her smooth;
Say—"Through Nantes I searched, in truth,
And none such bodices there might be."

"Better a sea where no fish are,
Better the night without a star,
Hulls with never a violet set,
Spring with never a violet,
Swester all these things to me.
Than a lying speech to my lady."

—Graham's Magazine in "Longman's Magazine."

ENGLAND IN EAST AFRICA.

THE GREAT INLAND PLAINS TO
BE DEVELOPED,
(New York Sun.)

The movement now underway to extend British influence in East Africa is in its prospects and possibilities the most interesting enterprise the whites have undertaken since Stanley opened the Congo route to the interior. Early last year England and Germany reached an agreement defining their respective spheres of influence in East Africa. A line extending northeast from the mouth of the Umba river, skirting the northern base of Kilima-Njaro, and ending at the middle point of the east coast of Victoria Nyanza separates the English and German spheres of influence. The British East African Association, recently organized to develop the region thus reserved for British enterprise, has secured from the Sultan of Zanzibar the control for fifty years of the narrow coast strip 200 miles long which fronts England's sphere of influence on the Indian Ocean. It has thus obtained the two excellent harbors of Mombasa and Mafinga. The chief promoter and president of the enterprise is Mr. Mackinnon, the president of the Manchester Chamber of Commerce and organizer of the Emin Pasha relief expedition. This wealthy manufacturer and shipowner has had great faith in the future of African enterprises, and it was he who two years ago sought to secure for an English syndicate the building of the Congo railroad, a proposal that King Leopold finally rejected because he wished that underwriting to be dominated by Belgian influence.

The new enterprise derives its chief importance from the fact that its aim will be to develop a region embracing some 50,000 square miles in one of the most promising parts of Africa. Joseph Thomson, one of the most thoughtful and conservative of African travelers, holds pessimistic views regarding the German and Congo enterprises, but he believes that a fine time is in store for the great plateau stretching from Kilima-Njaro to Victoria Nyanza, where many specimens of European vegetation are found, and where the Massai rear their large herds and the Wakanda till their fertile fields. "A more charming region," he says, "is probably not to be found in all Africa, not even in Abyssinia." Several travelers, including Thomson, Johnston and New, have assured us that in a considerable part of this area Europeans can maintain their health and even work with impunity.

A few months ago Mr. Holmwood, the British Consul-General at Zanzibar, visited Kilima-Njaro at the request of Lord Salisbury to inspect the region that has been placed under British influence. He reported after his return that in his opinion these elevated inland regions are well worth possessing. On the plateau east and north of the great mountain he says the thermometer ranges from 55° to 70° day, and very rarely rises to 80° day. Large trees, he thinks, are adapted to the growing of wheat and Indian corn, and in his opinion the Massai plains, where Thomson saw great herds of cattle, flocks of sheep and goats, render knee-deep in the abundant pasture, have one of the healthiest climates in the world.

This region is separated from the coast by a wide desert tract, and most of the products which Holmwood and others think would thrive on the plateau would be of little value until easy communication is established with the sea. Mr. Holmwood advocates a railroad, and a correspondent of the London Times says there is reason to believe that the support of the Foreign Office may be obtained without difficulty in behalf of such a project. The certainty that a railroad will be built if the Association carries on its work in a liberal spirit discloses one of the most interesting possibilities in store for any of the white enterprises in Africa. It will be a great point gained for progress in Central Africa when the densely populated shores of the greatest of Africa's lakes is brought by rail within two days of the sea. The route from the Indian ocean to Victoria Nyanza through the country which the British will now attempt to develop is 200 miles shorter than any other, and will probably devolve upon the British East African Association to supply the means of communication with the great lakes Upper Nile region, which we are told Edith Pasha and others, are capable of immediate development.

Such enterprises as this Association proposes to carry forward must needs advance by slow and painful steps and in spite of many obstacles. The great fact to which these projects call attention is that at this late day the civilized world has fully made up its mind that some good can come out of Africa. The white pioneers are not faltering in the work which they began for the reclamation of the best parts of the long-neglected continent, and we are frequently called upon to chronicle the enlistment of new enterprises in these remarkable schemes, which are certainly among the most notable undertakings of the century.

ARTEMUS WARD'S LETTER.

Below is a letter by Artemus Ward, written twenty-three years ago by him to a little girl in Ulster, N.Y., and which was published in the New York Mail Express for the first time:—

Salem, Mass., June 18th, 1864.

My Dear Amelia—I cannot tell you how much I miss you. It seems as though I had lost all my relatives, including my grandmother and the cooking-stove. Why didn't I put you in a bottle and send you down here with me! But I am always forgetting something. The other day I went off and forgot my Aunt Sarah, and she's good deal bigger than you are. Mr. Ramsey is also a very forgetful man. He frequently goes out and forgets his washerwoman. Mr. Ramsey is a very fine looking man. He reminds me of Mr. Green, the Malden murderer. When Mr. Ramsey goes to the Penitentiary, which will be very soon, we must send him some doughnuts. Mr. Ramsey can read print very well. I like you very much. I should like you just as well if you were twelve years older. I am very singular about some things. You spoke to me about a boy who is my rival. I should feel very sorry to kill that boy, but he may drive me to it. I am in hopes that he will take himself into a premature tomb—that he will choke himself with a large slice of pudding, but if he does neither shall I be forced to load him with chains and read all my lectures to him. That will finish him. His books may remain, but the rest will have perished miserably long ere I get through. You must be a good little girl, and always mind your mother. Never let your excellent mother feel sorry that she is acquainted with you. If it hadn't been for her you might have been drowned in a soap-suds long ago. And if you hadn't ever had any mother you might have been eaten by the turkeys. In fact, my dear Amelia, so conduct yourself that when you are on dark and rainy days the bright sun may shine wherever you are, next to the sun in brightness, may never flash so brightly but that you can always look steadily and hopefully toward them—faithfully your friend.

She—Lan' ob de liben! brudder Eli! Did you come on de kyars or by private conveyance? Ho—Private conveyance, Eli—I walked!

A stout orator wanted the wings of a bird to fly to every village and hamlet in the broad land; but he collapsed when a man in the crowd sang out: "You'd get shot for a goose before you flew a mile."

A broker in Dublin had been a long time besieging an old gouty, tody, limping gentleman, who refused his wife with much irritability; on which the mendicant said, "Ah, pass your honor's honor, I wish your heart was as tender as your toes."

Say, didn't you tell me when you sold me that dog that he was a bird dog?" "Yes, that is what I said." "Well, you swindled me. That dog won't hunt." "I didn't say he would hunt. He's a bird dog. Cook the birds for him. That's the way he likes them best."

A poor story is told of Butler's sarcastic retort upon Judge, whom he was teasing for a ruling favorable to a cause he was defending in court. The Judge got out of patience at last, and somewhat testily exclaimed: "Mr. Butler, what do you think I sit here for?" The counsel quickly shrugged his shoulders, and replied: "The Court has got me now."

Ma. W. J. Holland, the naturalist of the United States Eclipse expedition to Japan, writes to the Pittsburgh Dispatch to say that the population of Japan is 35,000,000. Investigations made by the writer lead him to believe that there are in Japan, for every man, woman and child at least 1,000,000 fleas. The number of fleas in Japan is, therefore, 35,000,000,000, and their aggregate weight is 175 tons.

A LABOR SNAKE.—The largest serpent of which accurate measurements have been taken and noted was an anaconda which Dr. Gardner found dead and suspended to the fork of a tree during his travels in Mexico. It was found to measure 37ft. in length. Inside it were discovered the bones and flesh of a horse in a half digested state, and there was no doubt that it had swallowed the animal whole.

It is said that a Maine clergymen, a man of great simplicity of character, told a friend of the difficulty they had in getting their youngest children to go to sleep. "Did you never try one of your sermons on him, Doctor?" asked the friend jokingly. "No," said the parson seriously, "I never thought of that." A few days afterward again meeting his parishes he said: "Oh do you know, I adopted your suggestion of reading one of my sermons to my boy, and it worked like a charm."

This story is going the rounds of a cowboy of the Wild West show who went into a London restaurant and ordered a steak, which was brought to him exceedingly raw. He looked at it a moment, then drew his revolver and blazed away at the meat. Of course there was a pause, and the police came in about the time that the revolver cracked. "What's on earth do you mean?" asked the waiter, "I asked the proprietor to make it rare," answered the cowboy. "Well, I mean just what I said," said the waiter, pointing to the revolver, "I wanted to kill the game."

He thinks, are adapted to the growing of

POISON IN THE ASHES.

MANY people believe that Nature has somewhere a remedy for every disease. So many and so terrible are the diseases of life, and so slight pleasure we get as time flies past, that such a belief is the least faith we can show in a gracious and all-wise Providence. A few remedies—but, also, how few!—have been found. Others, so far, lie hidden from human inquiry.

Colonel Secretary's Office,

Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.

1883 Feb 17th Noo Loo.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for All Nations will be used at the Station.

3. All Signals made by vessels in the Oiling will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Oiling, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When a Steamer or the smoke of a Steamer is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is made out to be not a Mail Steamer, the Vessel's Distinctive Signal Flag will be substituted for the Compass Signal, and the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted up until the vessel anchorage. The Distance Signal will be kept up until the vessel anchorage. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong, the Distance Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is dark to distinguish flags, a red light will be exhibited at the West Yard Arm, and the anchors.

7. River Steamers will not be signalled.

The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at Overland Railways, and touching at YOKOHAMA, and SAN FRANCISCO.

10. U. S. Mail Steamship, CITY OF NEW YORK will be despatched for San Francisco via Yokohama, on SATURDAY, the 24th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

11. Through Bills of Lading issued for transporation to Yokohama and other Japan Ports, to San Francisco, to Atlanta and inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Dornera, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

12. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

FIRST-CLASS Fares granted as follows:—

To San Francisco \$200.00

To San Francisco and return 350.00 available for 6 months

To Liverpool 325.00

To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to those from China and Japan to Europe.

Breight will be received on board until 2 p.m. the day previous to sailing. Parcels

Packages will be received at the office until 5 p.m. same day; all Parcel Packages

should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, March 3, 1883. 362

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